

# **Attachment A – Scope of Work**

*(Includes Exhibit 1, reference to Attachment B and Attachments C & D)*

## **SCOPE OF WORK**

### **BNSF Rail Corridor Master Plan:**

#### ***Reconnecting Downtown Redmond with***

#### ***Rails to Trails, Parks, Light Rail Transit, Transportation Connections and Utilities***

City of Redmond Department of Parks and Recreation

Redmond, Washington

## **SECTION 1: PURPOSE**

The City will be purchasing the corridor in the spring of 2010. The purchase and sale agreement identifies a number of easements that the City must provide to the partners. In addition, there are a number of ongoing and proposed projects that the City and its partners are planning and it is imperative to coordinate the planning of these projects prior to final design and implementation of those projects, which include:

- Sound Transit's East Link light rail transit (LRT) line and station in Downtown Redmond
- Accommodation of existing utility easements by PSE, CWA, and King County, as well as City utility crossings.
- New north-south transportation connections to be developed by the City and private developers
- A new stormwater trunk line to be developed by the City
- Design and construction of a regional trail and associated park spaces with opportunities for art and community gathering
- An integrated design that ties the north and south sides of Downtown together to develop a cultural corridor within the heart of the City.

The City is committed to developing this project to the highest standards of urban design and functional engineering.

## **SECTION 2: BACKGROUND**

The City of Redmond will be acquiring the Redmond Spur of the Woodinville Subdivision of the BNSF Rail Corridor, which extends approximately 3.9 miles from the junction of SR-520 and Redmond Way in Southeast Redmond to the intersection of Willows Road and NE 124th Street in the Sammamish Valley neighborhood, as shown in Exhibit 1.

The City's Comprehensive Plan has included a series of policies that highlight the needs and benefits of the corridor, including the following:

DT-8: Purchase, plan for, and improve the BNSF railroad right-of-way within Downtown in order to:

- Preserve sufficient area for a trail, open space, and high-capacity transit/light rail;
- Link the north and south parts of the Downtown through additional right-of-way crossings for vehicles, as well as improvements to encourage easy and safe pedestrian access along and across the railroad corridor;
- Improve its aesthetic appeal through enhancements, such as trees, landscaping, and gathering places for enjoyment of visual and performing art;
- Include elements of the historic railroad as part of improvements within the right-of-way; and
- Ensure through development of specific design guidelines that improvements within the railroad right-of-way and on adjacent properties relate to and support the character of adjoining districts, particularly Old Town.

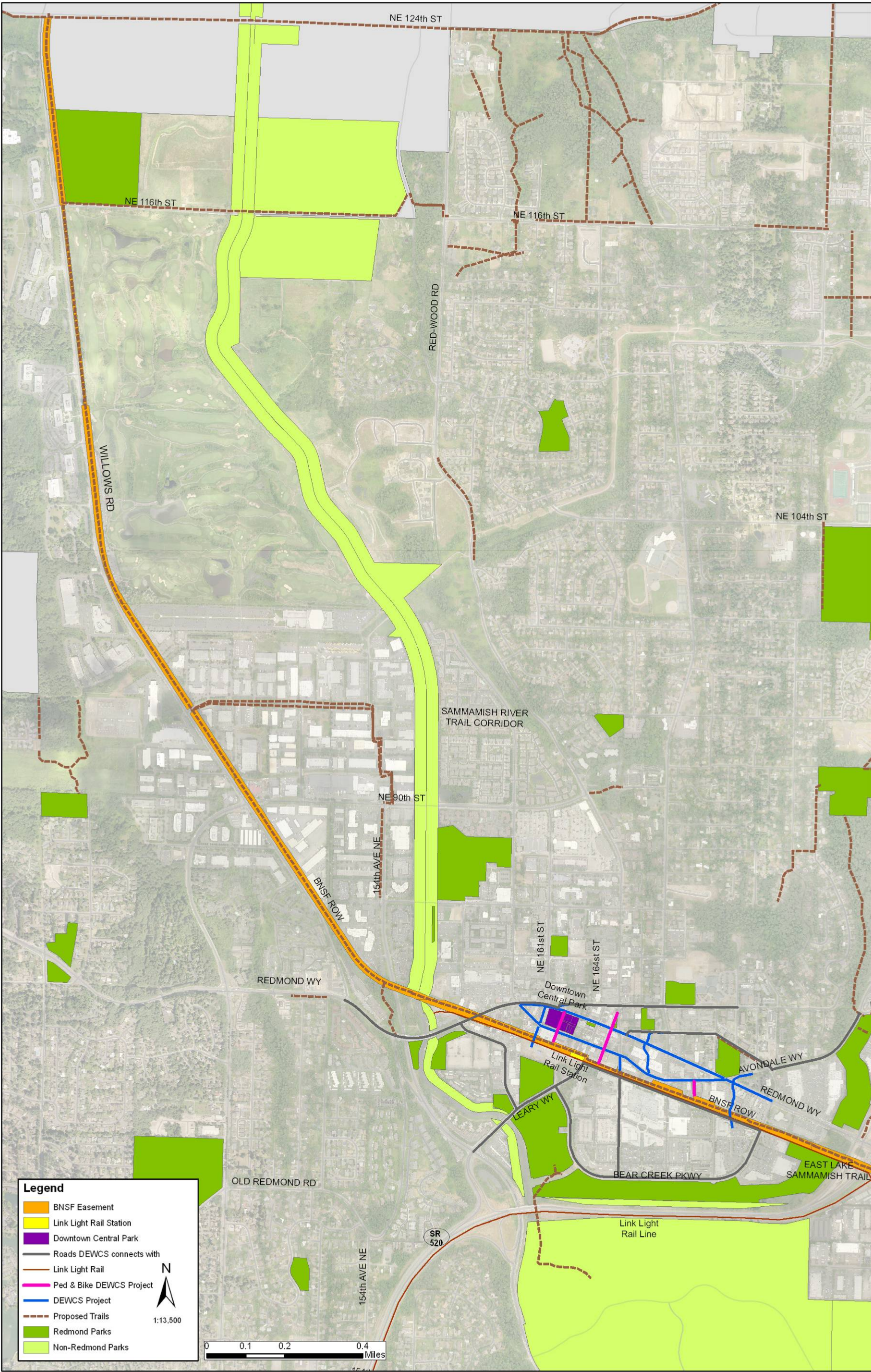
More City policies from the Comprehensive Plan can be found here:

<http://www.codepublishing.com/WA/redmond/CompPlan/PDF/index.html>

The City of Redmond is known as the Bicycle Capital of the Northwest, as it is home to the longest running bicycle race in the country – celebrating 70 years in 2010. In addition, the City is home to a velodrome and more than 40 miles of trails.



Exhibit 1 – Project Location Map





## Commitments made by the City

The November 2009 Memorandum of Understanding (MOU) outlines a number of commitments that the City will abide by once the sale of the corridor is finalized. The MOU is provided in Attachment B. The following is a summary of the commitments within the MOU.

- Abide by rail banking terms set out in National Trails Systems Act, 16 U.S.C. 1247(d)
  - Allows a railroad to remove all of its equipment, with the exception of bridges, tunnels and culverts for trail use
  - May need to reopen corridor for freight rail use in future, but trail owner would be compensated if this occurs
  - Owner responsible for keeping corridor connected in case of future rail needs
- Agreed to support use of this corridor for Sound Transit's East Link LRT alignment.:
  - Use BNSF ROW from SR 520 on Redmond Way to Redmond Way trestle for current planning, allowing for a minimum of a 30 foot guideway
  - Site LINK transit station on the BNSF right of way at Leary Way (55' x 430')
  - Provide ST with a utility easements for operating East Link

For more information about Sound Transit's East Link project, please see:

<http://www.soundtransit.org/x3245.xml>. The ST Board selected this alignment as preferred with a design option to terminate basically at Leary, which is what the City will consider further in this plan, as shown in Exhibit 1. *The Draft Master Plan must be complete in September 2010 prior to the Sound Transit Board's consideration of the Final EIS, which is expected in the fall of 2010.*

- Agreed to lead trail development for King County regional trail easement
  - AASHTO Standard regional trail that connects East Lake Sammamish Trail to 124<sup>th</sup> StreetCity intends for this to become a linear City park with opportunities for art and culture programming, public art, and historic interpretation. The City's design trail design standards are shown in the following documents:  
Bicycle Facilities Design Manual  
<http://www.redmond.gov/connectingredmond/resources/bikemanual.asp>  
Trail Design Standards (see Attachment 8A)  
<http://www.redmond.gov/insidecityhall/parksrec/parksplanning/PARCCPlan/PDFs/CH%208%20Trails%20Draft.pdf>
- Work with PSE and CWA to allow for easements

In addition to working with these potential partners on projects, the City is planning the following projects within the corridor including:

- Ensuring access for existing water utility crossings
- Development of a proposed stormwater trunk line in Downtown segment running east-west (See Attachment C). The stormwater trunk line cannot be placed under the Sound Transit guideway or station and must be placed within the BNSF Corridor. *The Draft Master Plan must be complete by September 2010 in order for final design of the stormwater trunk line to resume in late September and allow for construction of the trunk line scheduled in June 2011.*

- Completing the Downtown street grid by reconnecting the neighborhood with the extension of 161<sup>st</sup> Avenue NE, 164<sup>th</sup> Avenue NE, Avondale Way NE, and a potential extension of 158<sup>th</sup> Avenue NE to Bear Creek Parkway under the corridor. Develop numerous new pedestrian connections from Downtown to BNSF through City projects and private development projects. Please refer to the Downtown East-West Corridor Study (DEWCS) for more details see Attachment D and <http://www.redmond.gov/connectingredmond/studies/DEWCS.asp>
- Providing an urban design that integrates proposed projects that will enhance the image, quality, and experience of Downtown Redmond including the proposed Downtown Central Park, the proposed DEWCS project with Cleveland Street becoming “main street” and the newly constructed Bear Creek Parkway.

### **SECTION 3: STUDY AREA**

The project will be divided into two study areas, the Downtown and Sammamish Valley Study Areas. Both study areas will be included in the Master Plan, but the Downtown Study Area will undergo more detailed studies and possible preliminary engineering design. The total length of the corridor is 3.89 miles. The Downtown Study Area is 1.75 miles long and runs between milepost (MP) 7.3 and MP 5.5. The Sammamish Valley Study Area extends 2.14 miles from MP 5.5 to NE 124th Street. The corridor varies in width from approximately 50 feet to over 100 feet wide. The following exhibit show the extent of each study area.

Exhibit 2: BNSF Corridor Downtown Study Area

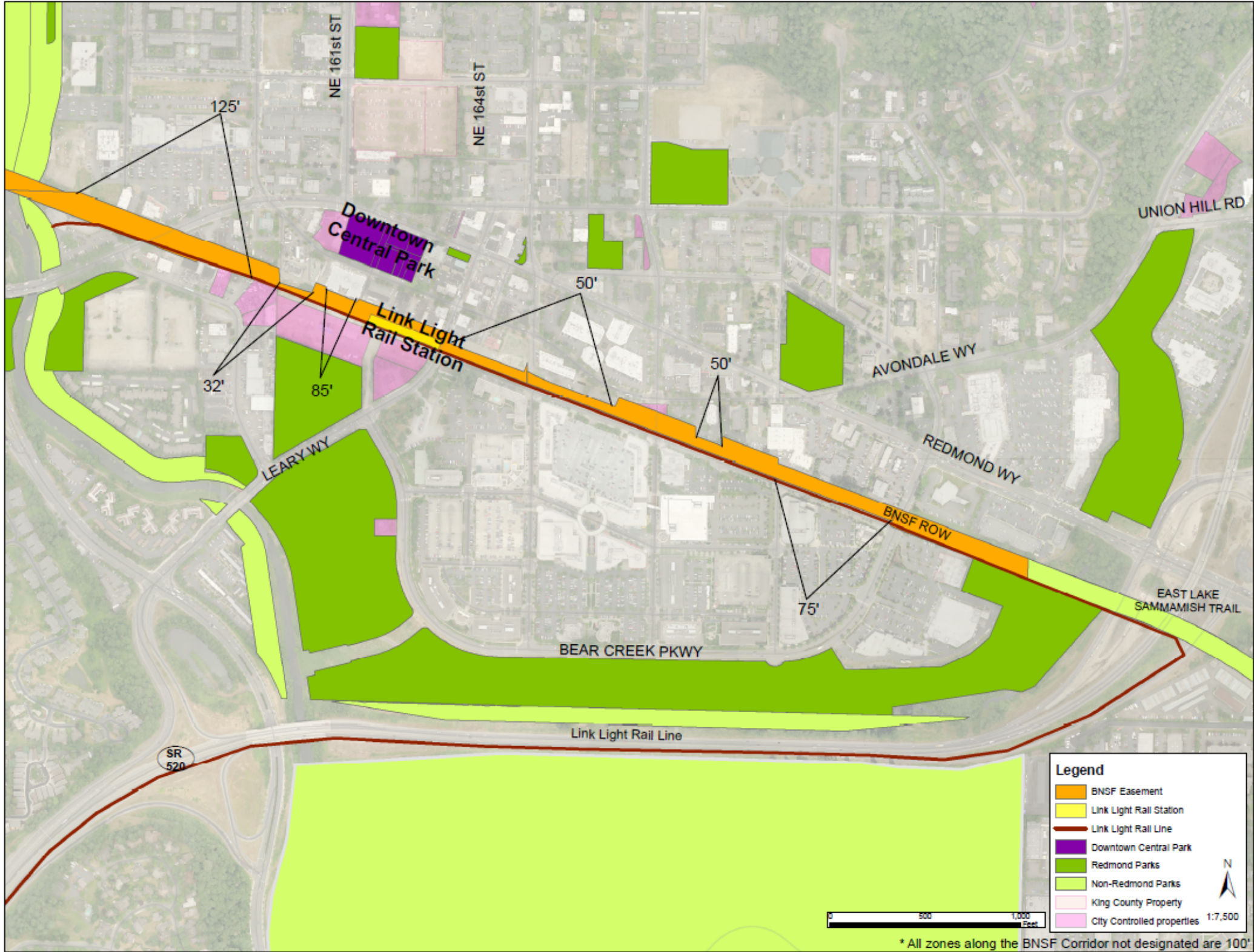
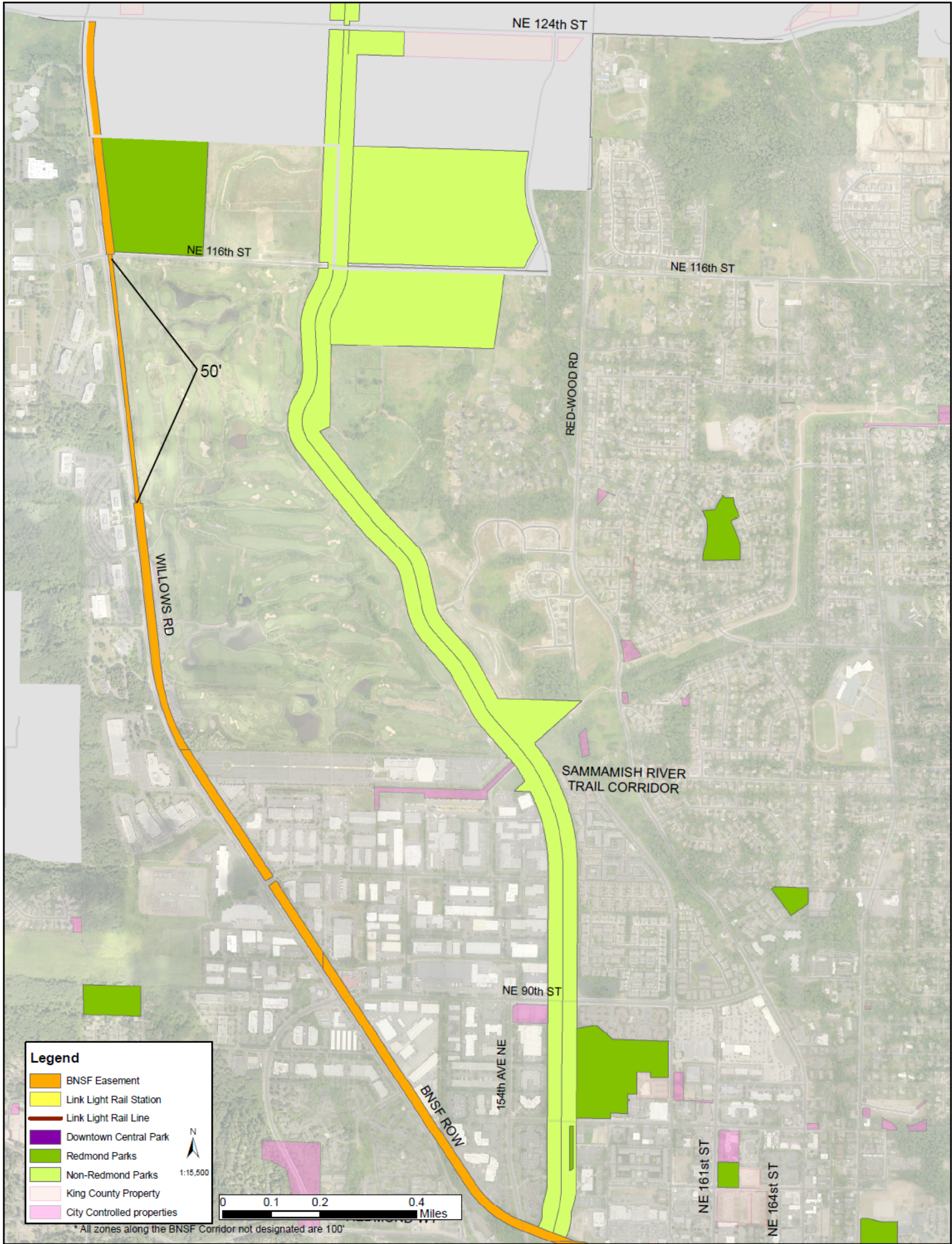




Exhibit 3: BNSF Corridor Sammamish Valley Study Area





## SECTION 4: PRELIMINARY SCOPE OF WORK

The following is a preliminary scope of work that may be modified with the selected consultant.

### Task 1 Site Analysis

Consultant shall visit the project site, review existing documentation and participate in discussions with City staff to understand the existing conditions, challenges, and proposed projects. In addition, the project team will be required to conduct:

- A Critical Areas Study and topographic survey to delineate wetlands or other identified critical areas for the Downtown Study Area that supplements the work completed by the City of Redmond as part of the stormwater trunk line design.
- Complete topographic survey of the entire BNSF Rail Corridor that supplements the work completed by the City of Redmond as part of the stormwater trunk line design. The CAD file for the existing survey work is available on the project web page:  
<http://www.redmond.gov/insidecityhall/parksrec/parksplanning/BNSF/BNSF.asp>
- Determine opportunities and constraints of the corridor upon review of zoning, land use criteria, zoning regulations, easement agreements along corridor, and siting regulations for City, County, WSDOT, and Federal Transit Administration, as applicable.

#### Task 1 Deliverables:

- Prepare a Site Analysis Memorandum summarizing site development limitations. The memo should include a Critical Areas Study as an attachment per City requirements ([www.codepublishing.com/WA/Redmond](http://www.codepublishing.com/WA/Redmond), Appendix 20D-2)
- Amend the existing topographic electronic data layer in CAD with Critical Areas data layer and new topographic data (See Attachment E)

### Task 2 Public Involvement

The consultant team will work closely with City staff to develop a public involvement process that will involve community members, commissioners, Council members, partners, staff and stakeholders in the process of developing alternatives and selecting the preferred alternative. Public involvement will be required during visioning prior to the development of alternatives, to vet the alternatives and identify the preferred alternative, to review the Draft Master Plan, and to review the Final Master Plan. The following groups will require briefing and involvement in the process:

- Staff Steering Committee
- Parks and Trails Commission
- Planning Commission
- Arts Commission
- City Council
- BNSF Corridor Partners (Sound Transit, King County, PSE, Cascade Water Alliance)
- Stakeholders (neighboring land owners or tenants, potential new partners, and others)
- Community Members



The consultant will prepare presentations, handouts and displays at public meetings. Presentations will be a joint effort between staff and the consultant team members.

Task 2 Deliverables:

- Public Involvement Plan and Schedule
- Presentation materials including items such as Power Point presentations, boards, handouts, minutes from meetings

**Task 3 Master Plan Development**

The master plan will involve development of the conceptual layout of the following amenities for the corridor:

- Sound Transit's East Link LRT project in Downtown Redmond from the turn at SR 520 and Redmond Way at the east end to the trestle at the west end of Redmond Way. The Sound Transit project will include two adjacent tracks or a guideway, a Downtown Station, and utilities. The guideway shall run along the south edge of the corridor in Downtown and the station shall be located west of the intersection of Leary Way with tail tracks running toward Redmond Way, as shown in the Draft Environmental Impact Statement, Sound Transit Board Motion M2009-41 and in Exhibits 1 and 2. Ensure a graceful and well integrated station environment which is appropriate for what will become one of the major arrival points into downtown, including an appropriately scaled pedestrian environment leading northward into downtown.
- A regional trail that meets AASHTO standards and extends the East Lake Sammamish River Trail north to NE 124<sup>th</sup> Street, following the City's Bicycle Facilities Manual and PARCC Plan Trail Design Standards.
- Develop a linear park or system of parks along the trail with opportunities for community gathering, play, art, historic interpretation and potentially vendors that activate the Downtown area and that synchronize with plans for Downtown Central Park and the DEWCS Project.
- The stormwater trunk line separated from Sound Transit's guideway.
- Planned road crossings and private and public pedestrian connections to and across the corridor, as described in the Downtown East-West Corridor Study and the Redmond Community Development Guide 20C.40.105-020, in order to create the street grid needed to support pedestrian, bicycle and vehicle access and circulation in downtown.
- Preserve existing City and partner utility crossings.
- Consider new project concepts that meet the City's criteria for new uses in the corridor.

At the onset of the master planning process, the consultant will develop goals, basic themes and programming elements with City staff and partners. These ideas will be carried forward in the public involvement process and further refined. After the initial public involvement process, the consultant will develop at least three alternatives for the corridor. These alternatives will be vetted by the various committees, council, the public, and staff. Then a Draft Master Plan will be prepared and another vetting process will take place, including a City Council Study Session. Refinements will be made to the master plan, a SEPA checklist will be submitted to the City, and then the Final Master Plan will undergo an approval process by commissions and City Council.

The Draft Master Plan must include the ultimate alignment of the Sound Transit guideway, Sound Transit station, and stormwater trunk line, and DEWCS project connections in consideration of other utilities and site limitations. It should also include the draft alignment of the trail, park areas, and other proposed projects.

The Final Master Plan will include the following elements:

- Goals of project
- Themes and amenities
- Summary of Public Involvement Process
- Alternatives and rationale for each alternative
- Preferred Alternative/Draft Master Plan, with at least two perspective drawings and justification for the selection of the draft plan elements
- Final Master Plan and changes made since development of Preferred Alternative, including at least four perspective rendering views such as the narrow corridor section in Downtown, wide corridor section in Downtown, narrow corridor section in Sammamish Valley, and a wide corridor section in Sammamish Valley.
- Cost Estimates
- Anticipated permits and processes required for implementation
- An Implementation Plan including a phasing approach

Task 3 Deliverables:

- Alternative Master Plan conceptual layouts
- Draft Master Plan
- Final Master Plan and City of Redmond SEPA Checklist

## **Task 5 Project Management**

The consultant will prepare a preliminary project management plan (PMP) prior to the project kickoff meeting and will review and modify that plan subject to comments received at that time. The PMP will include a project communications plan, schedule, and quality control procedures for deliverable review at a minimum.

The consultant will attend a kick off meeting with key City staff within a week of the contract approval by City Council to begin planning the project and developing project goals and themes. At the conclusion of the kickoff meeting, project participants will have a clear understanding of project goals and objectives, of project schedules and work products and of the requirements for the participation of all project participants.

The consultant will communicate regularly with the City project manager to update the City on progress, problems, and to discuss issues that arise. The consultant will prepare periodic progress updates to the project management plan on a monthly basis.

Task 5 Deliverables:

- Project Management Plan



- Monthly progress reports that describe the scope of work completed, problems and corrective actions taken, and the status of the schedule and budget.

**Supplemental Task Preliminary Design & Environmental Review**

Upon completion of the Final Master Plan, the City will reserve the opportunity to amend the contract with the selected consultant to prepare the preliminary engineering design including specifications and cost estimates and environmental review and permitting, as necessary, for the Downtown Study Area.

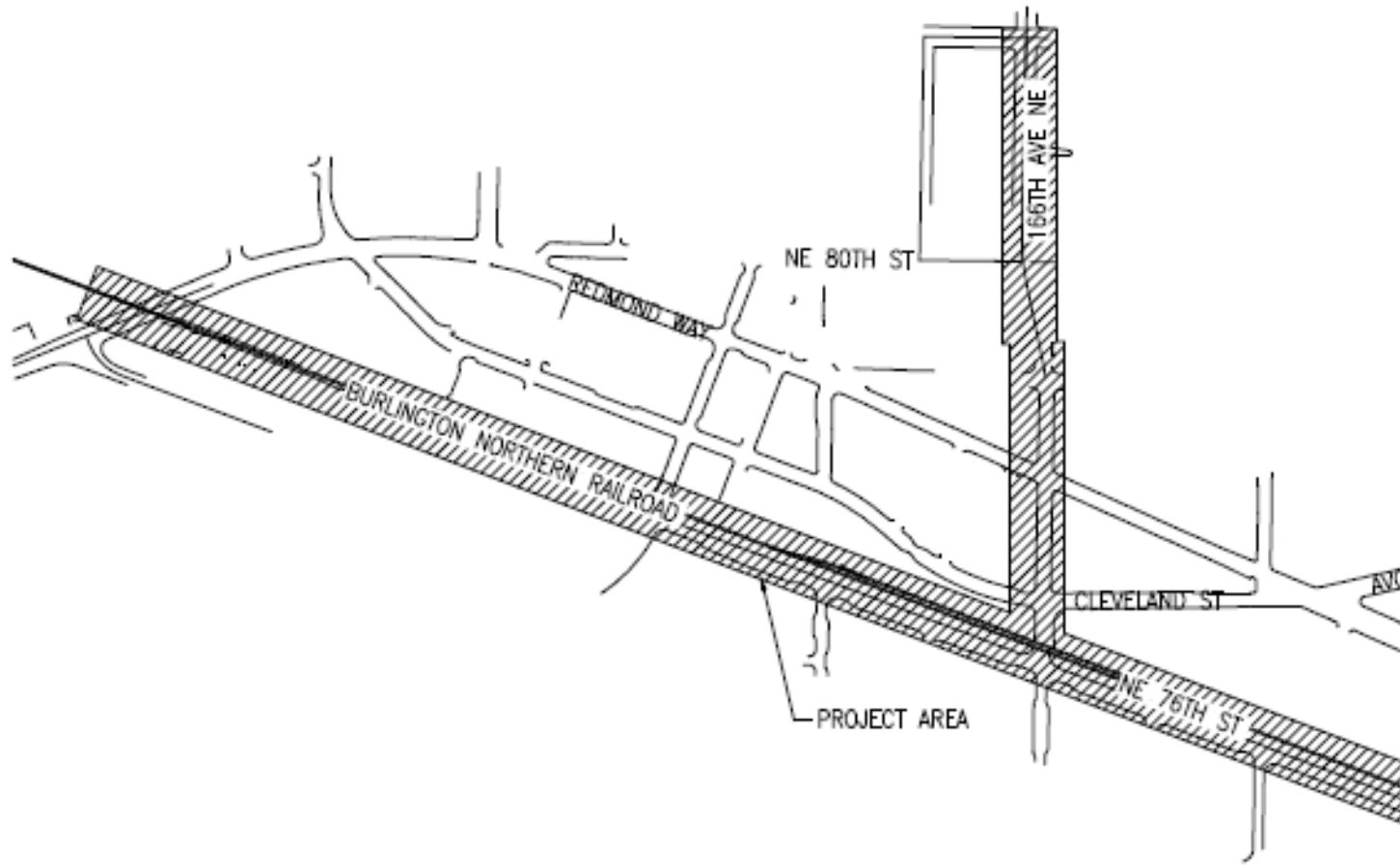
**SECTION 5: SCHEDULE**

The project has an aggressive schedule, as there are multiple projects being coordinated, many of which are underway and have regulatory or funding related implications. The Draft Master Plan must be presented to City Council in a study session in September 2010 to meet some of the projects decision making deadlines. The City would like preliminary engineering and associated environmental review to be complete for the Downtown study area to be eligible for the next round of federal transportation enhancement grants.

## **Attachment B – MOU November 5, 2009**



## Attachment C – Downtown/ Redmond Way Stormwater Trunk Line Study Area



**VICINITY MAP**

SCALE: NTS



BNSF Corridor Master Plan Scope of Work  
March 2010